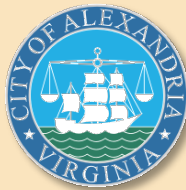




Potomac Yard Metrorail Station Environmental Impact Statement Alternative Refinement

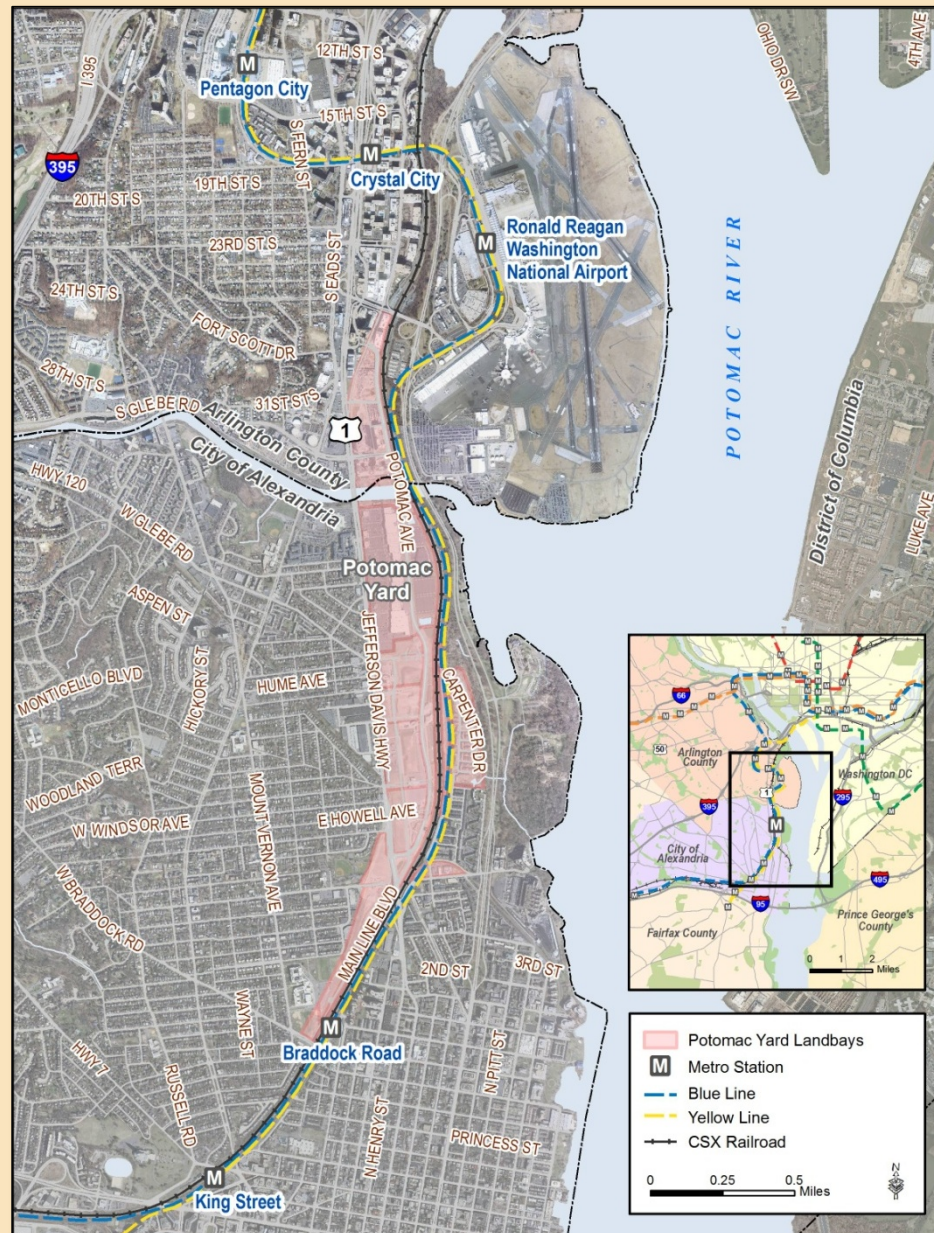
February 6, 2012



Agenda

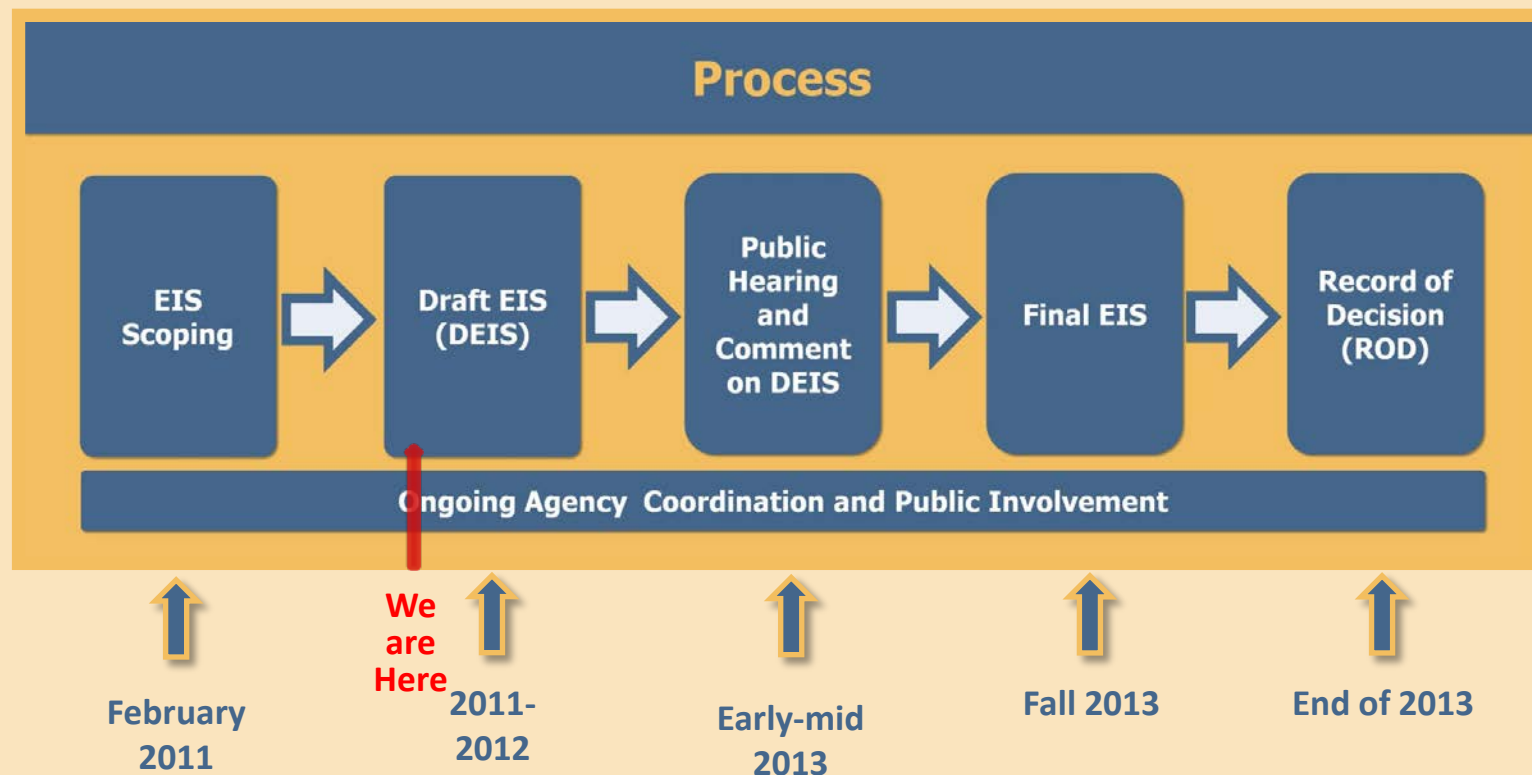
1. Welcome and Review of Project to Date
2. Refinement of Alternatives
3. Functionality and Appearance
4. Cost Drivers
5. Schedule
6. Next Steps

Study Area



Process to Date

1. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
2. Scoping Process (June 2011) & first meeting of PYMIG
3. Screening Document (October 2011) and second meeting of PYMIG
4. Refinement of Alternatives



Station Location Zones



LEGEND

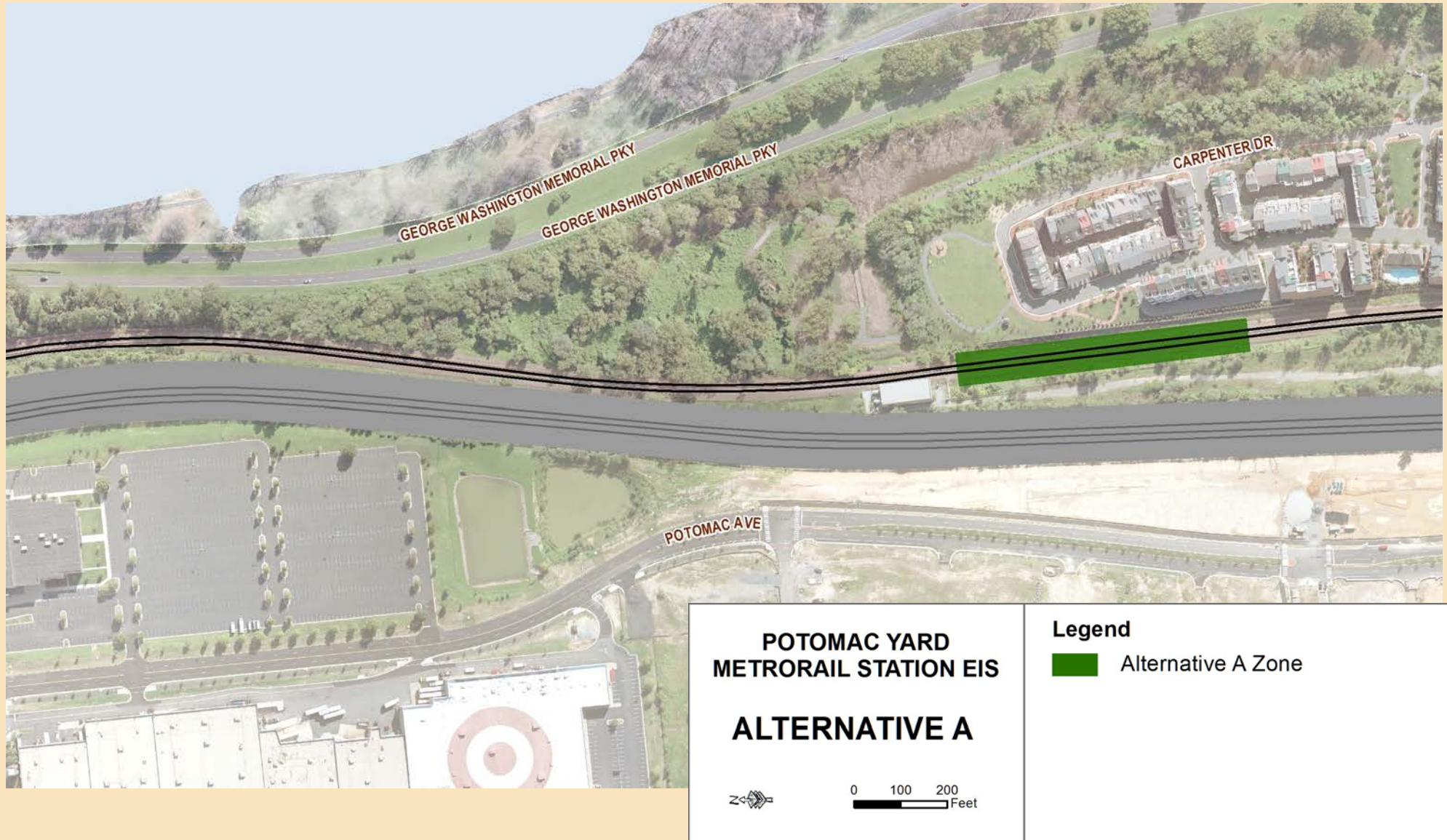
- Zone A
- Zone B
- Zone D
- Existing Metrorail Blue/Yellow Line
- CSX Railroad

Refinement of Stations

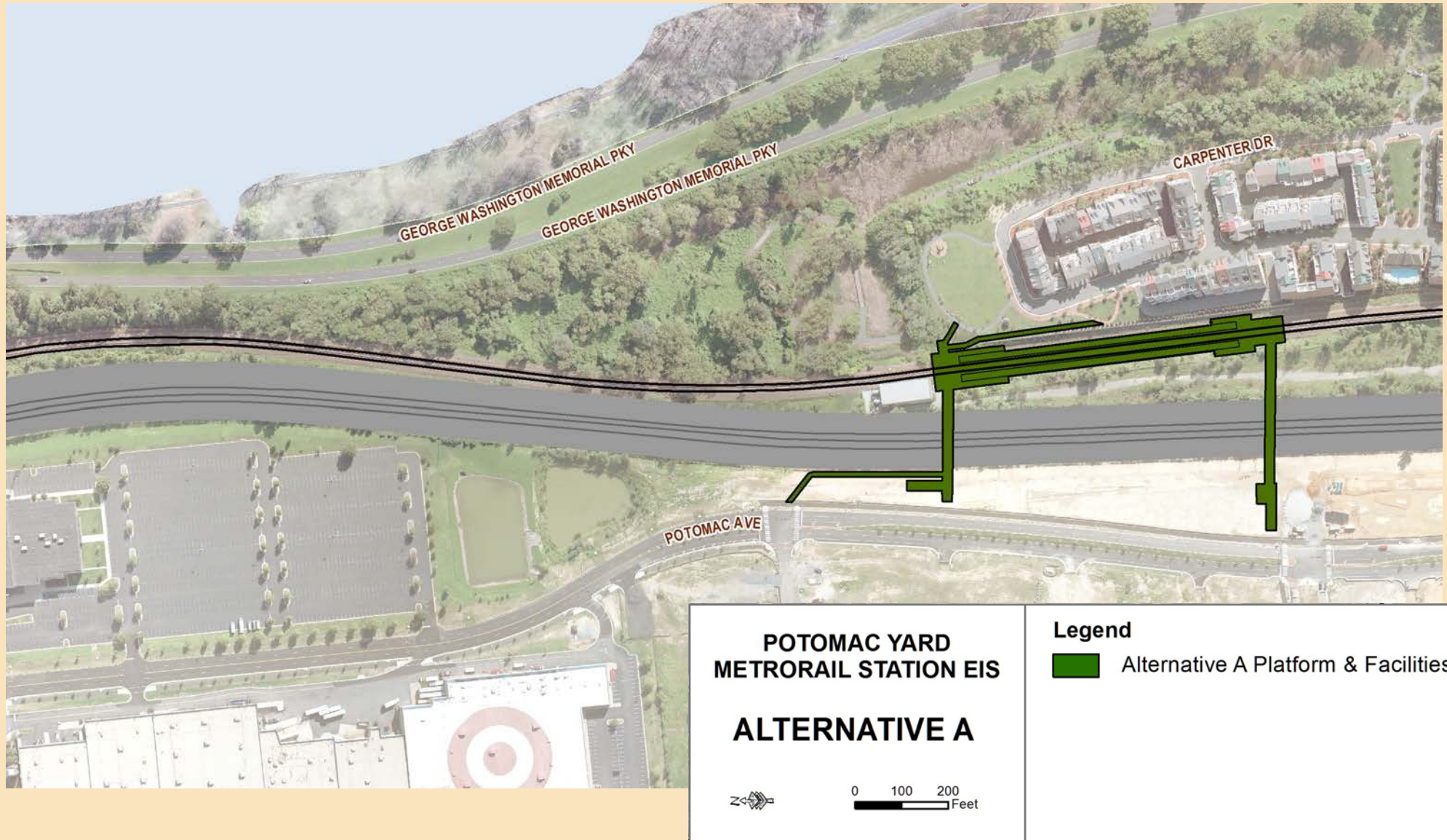
Criteria for Refinement:

- NPS Property
- Wetlands
- Existing, Approved Plans
- Ownership
- Track Geometry
- Construction Impacts/Access
- Potential Ridership Capture

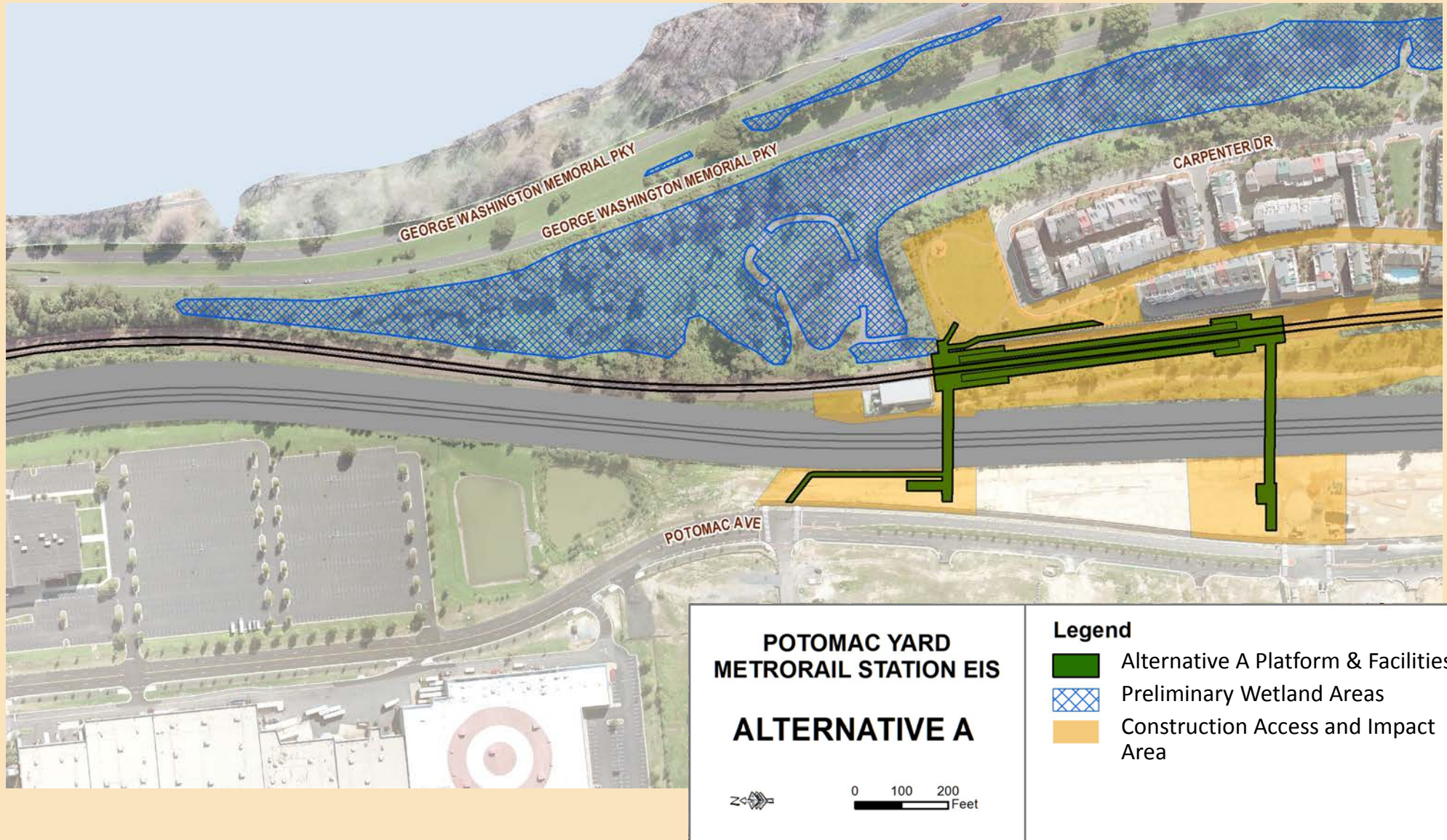
Alternative A



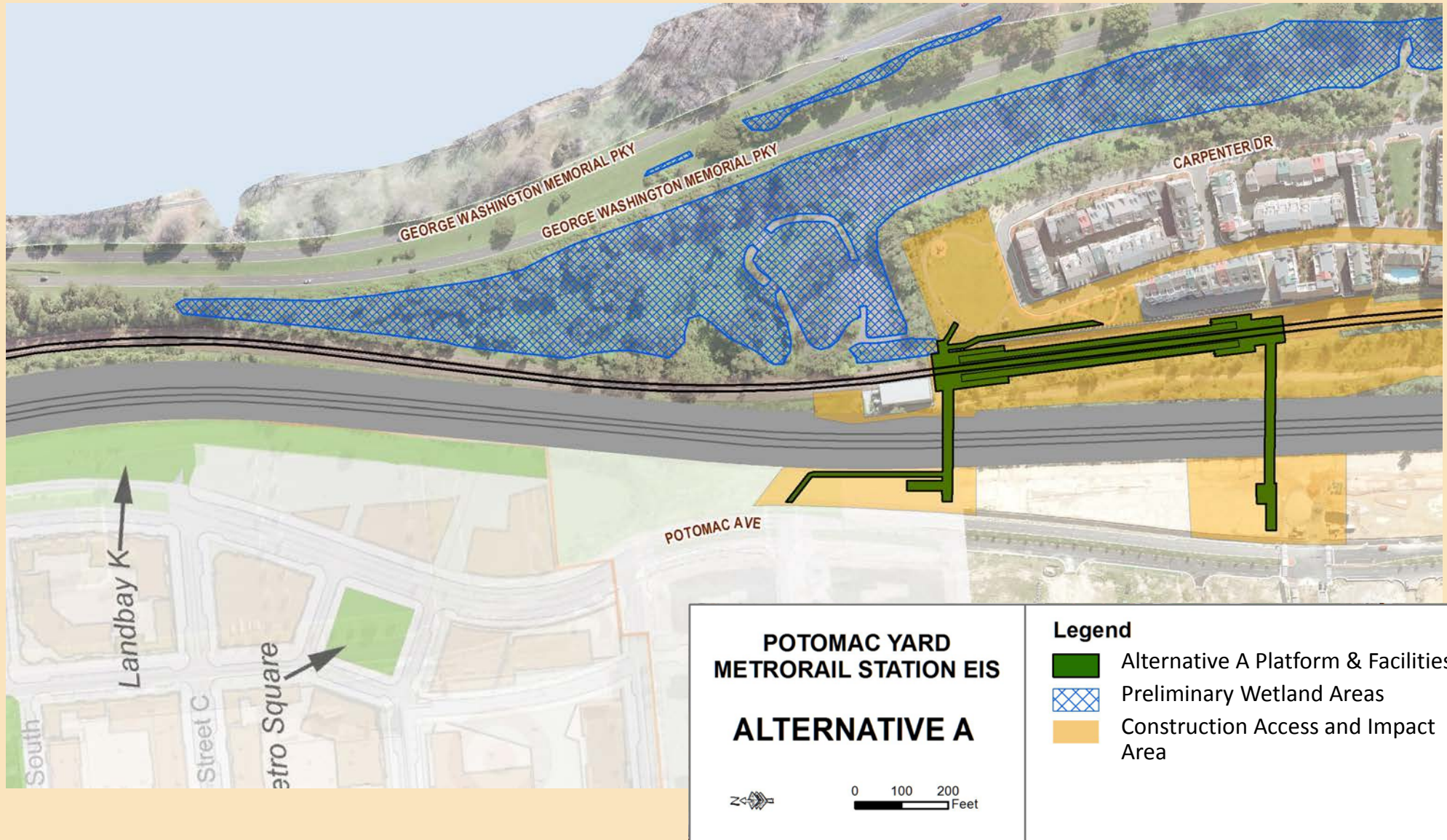
Alternative A



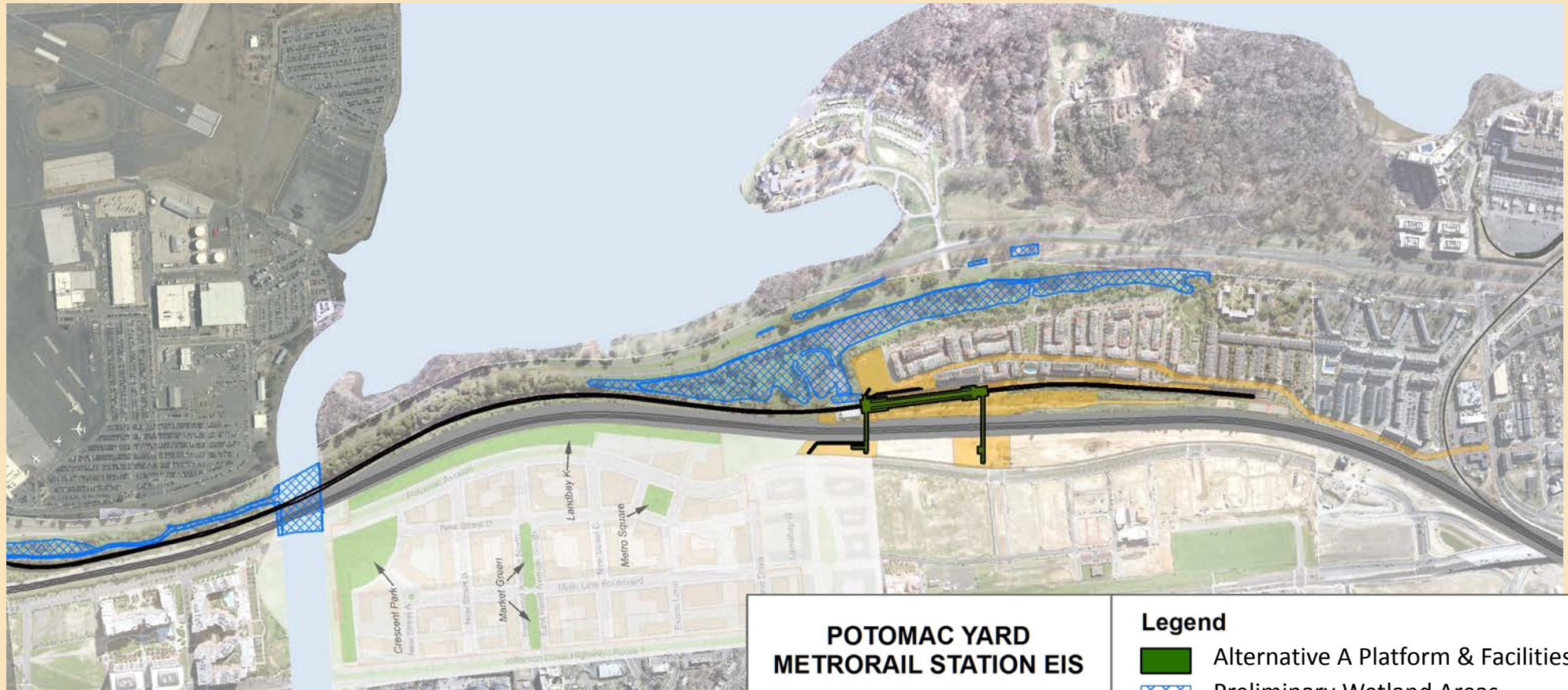
Alternative A



Alternative A



Alternative A



POTOMAC YARD METRORAIL STATION EIS

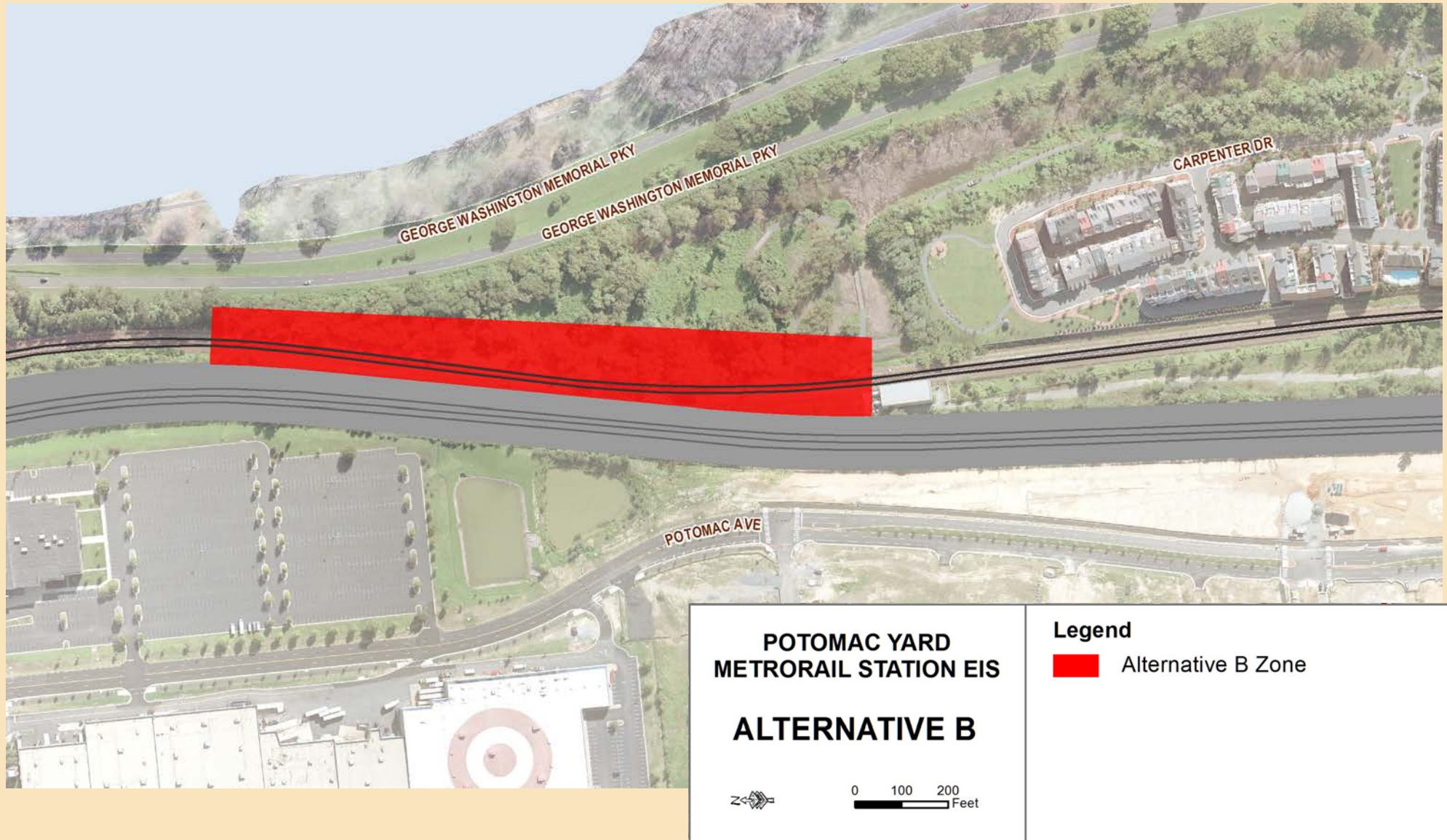
ALTERNATIVE A

0 450 900 Feet

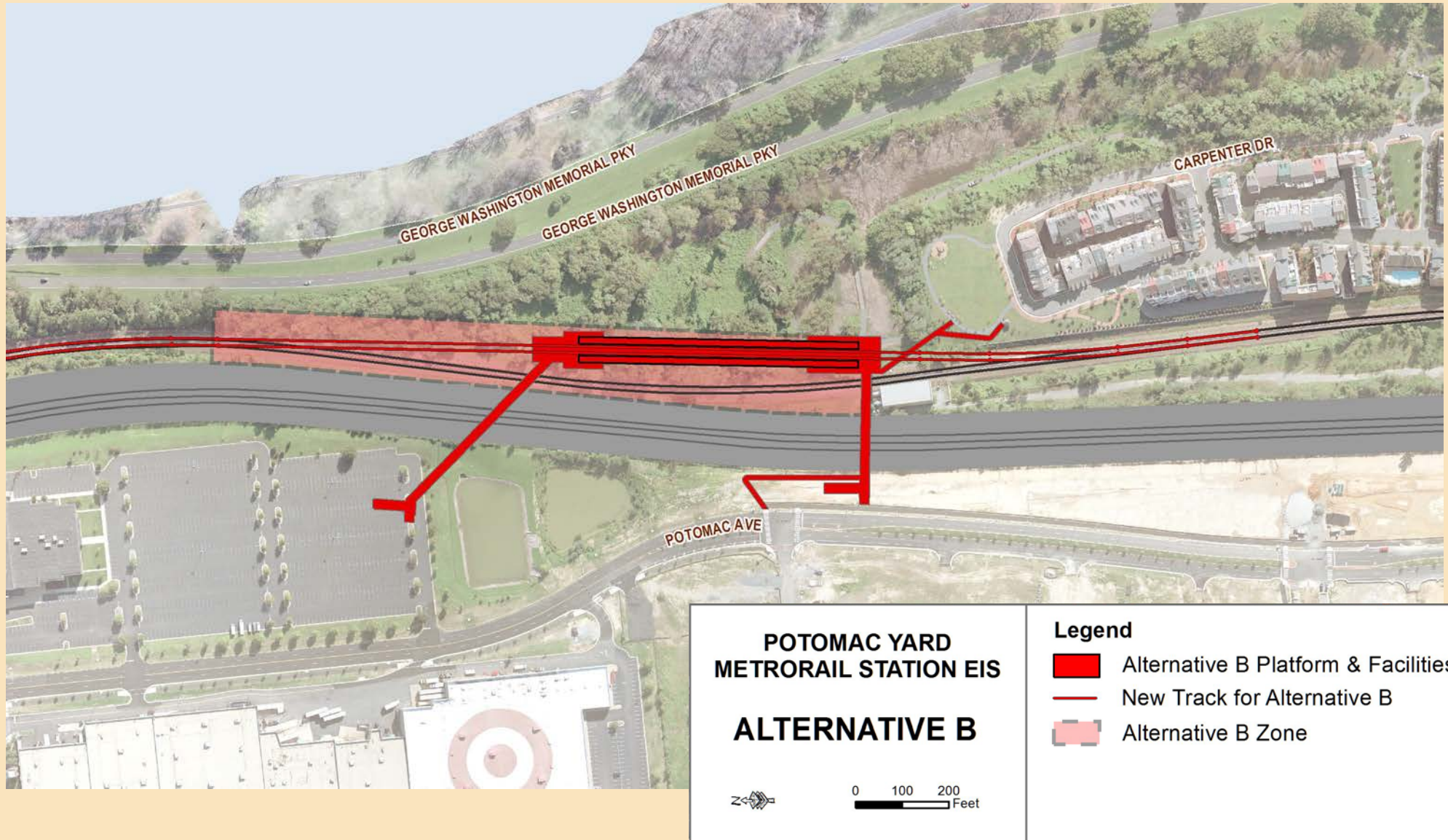
Legend

- Alternative A Platform & Facilities
- Preliminary Wetland Areas
- Construction Access and Impact Area

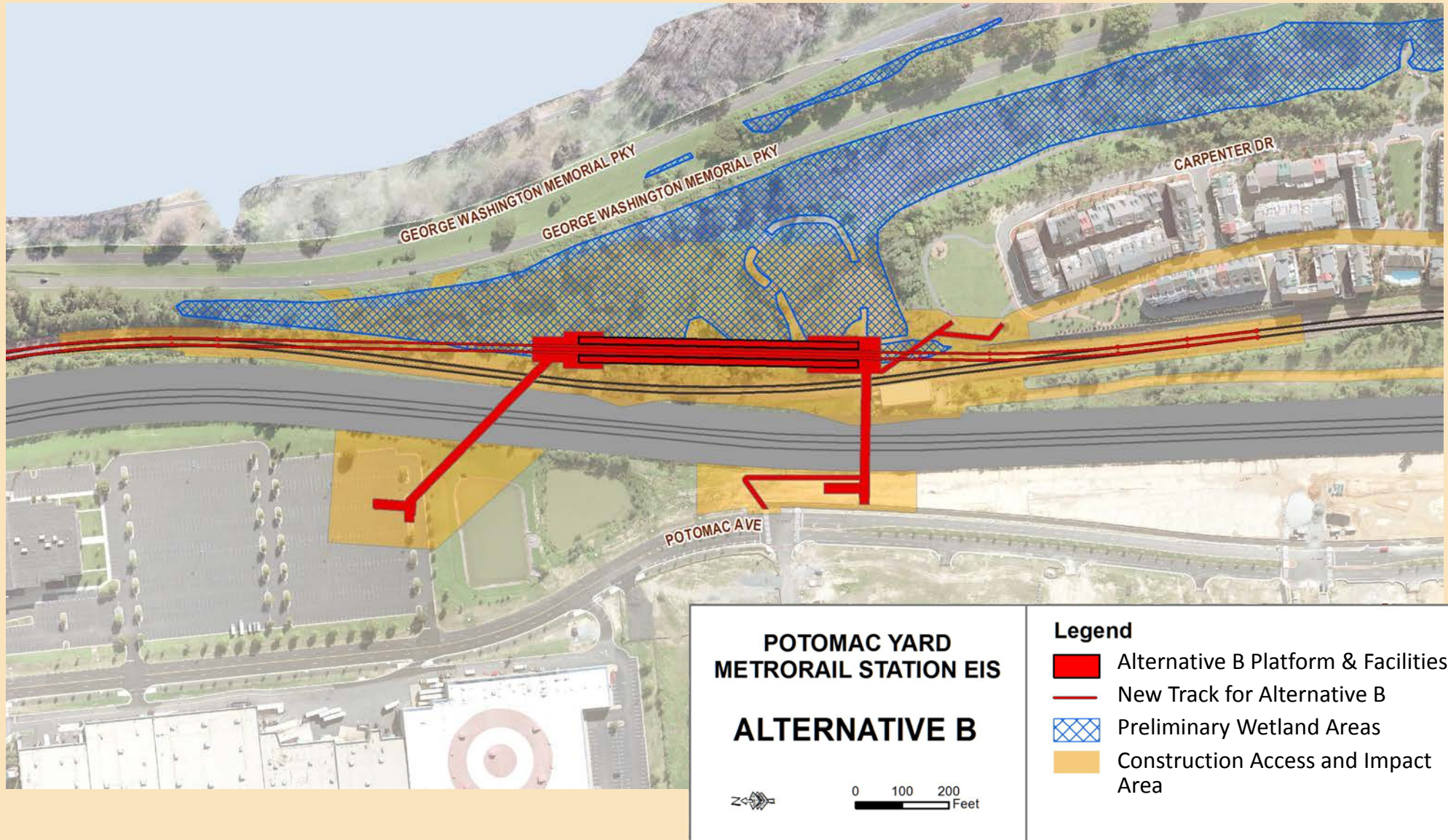
Alternative B



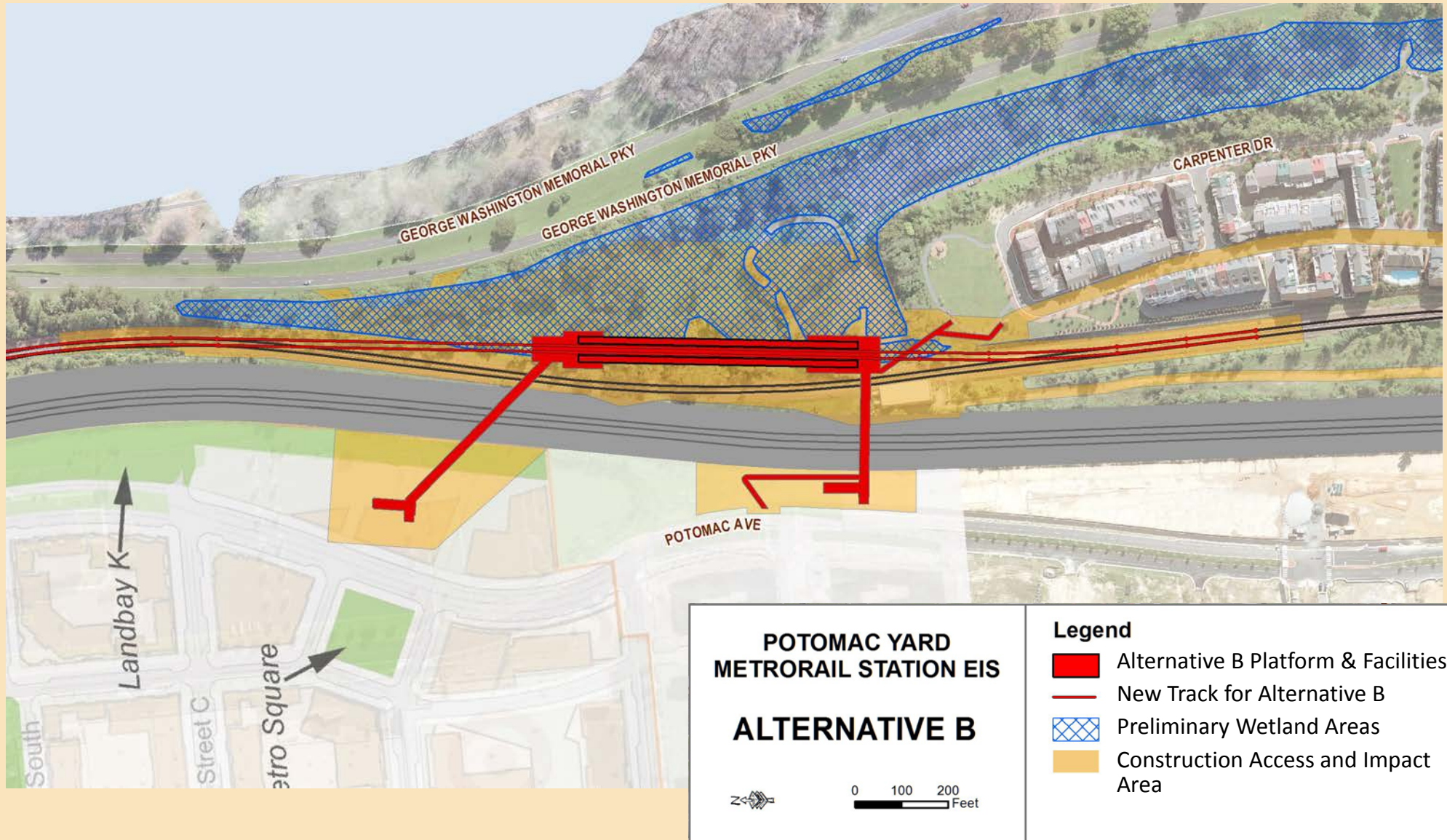
Alternative B



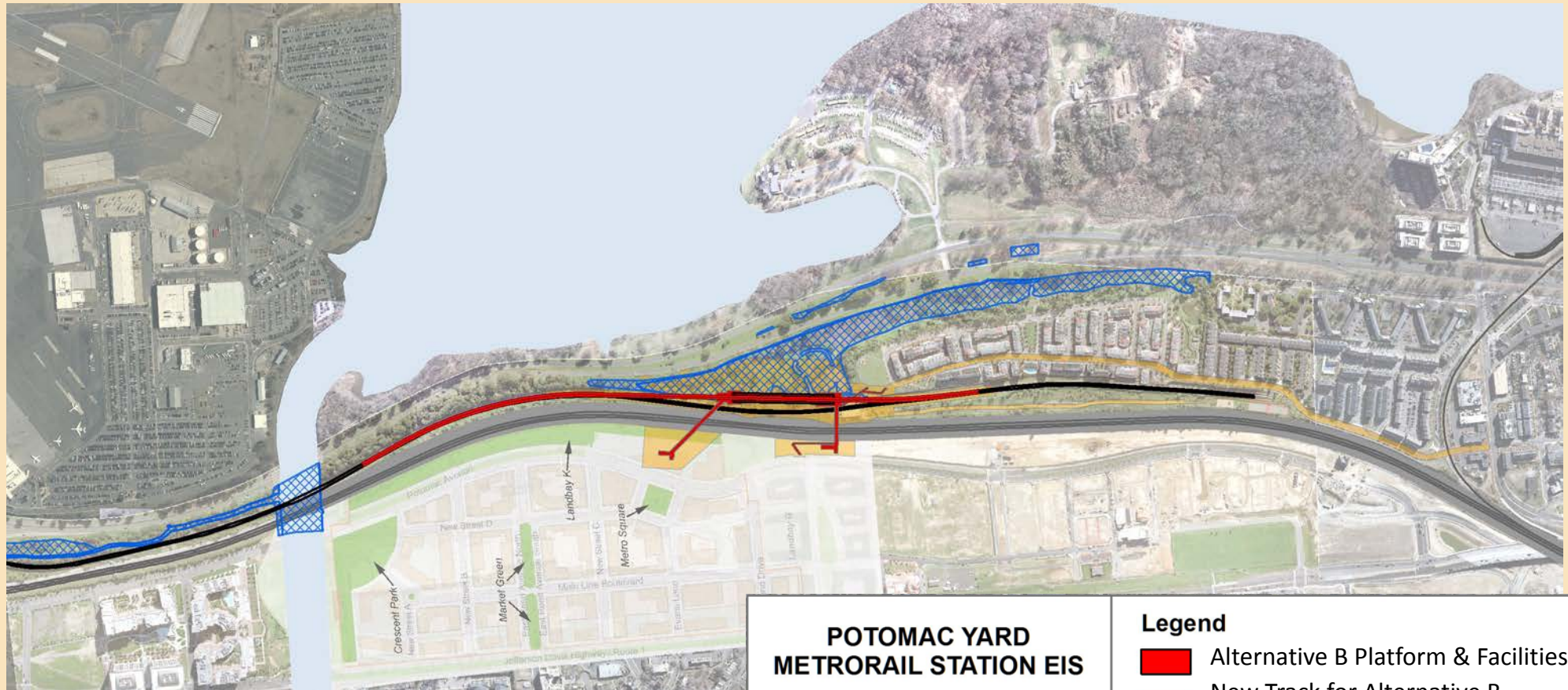
Alternative B



Alternative B



Alternative B



POTOMAC YARD METRORAIL STATION EIS

ALTERNATIVE B

0 450 900 Feet

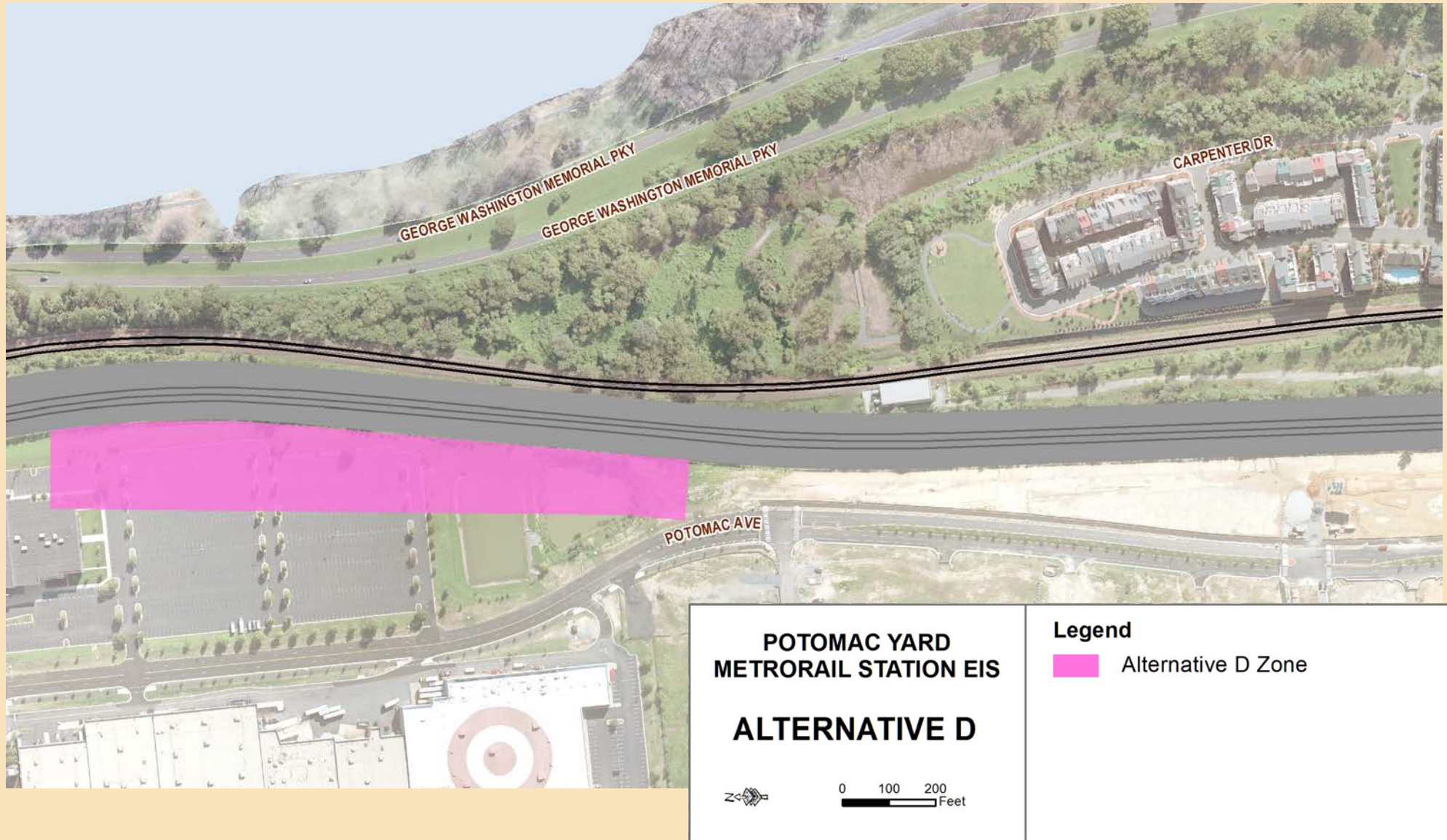
Legend

- Alternative B Platform & Facilities
- New Track for Alternative B
- ▨ Preliminary Wetland Areas
- Construction Access and Impact Area

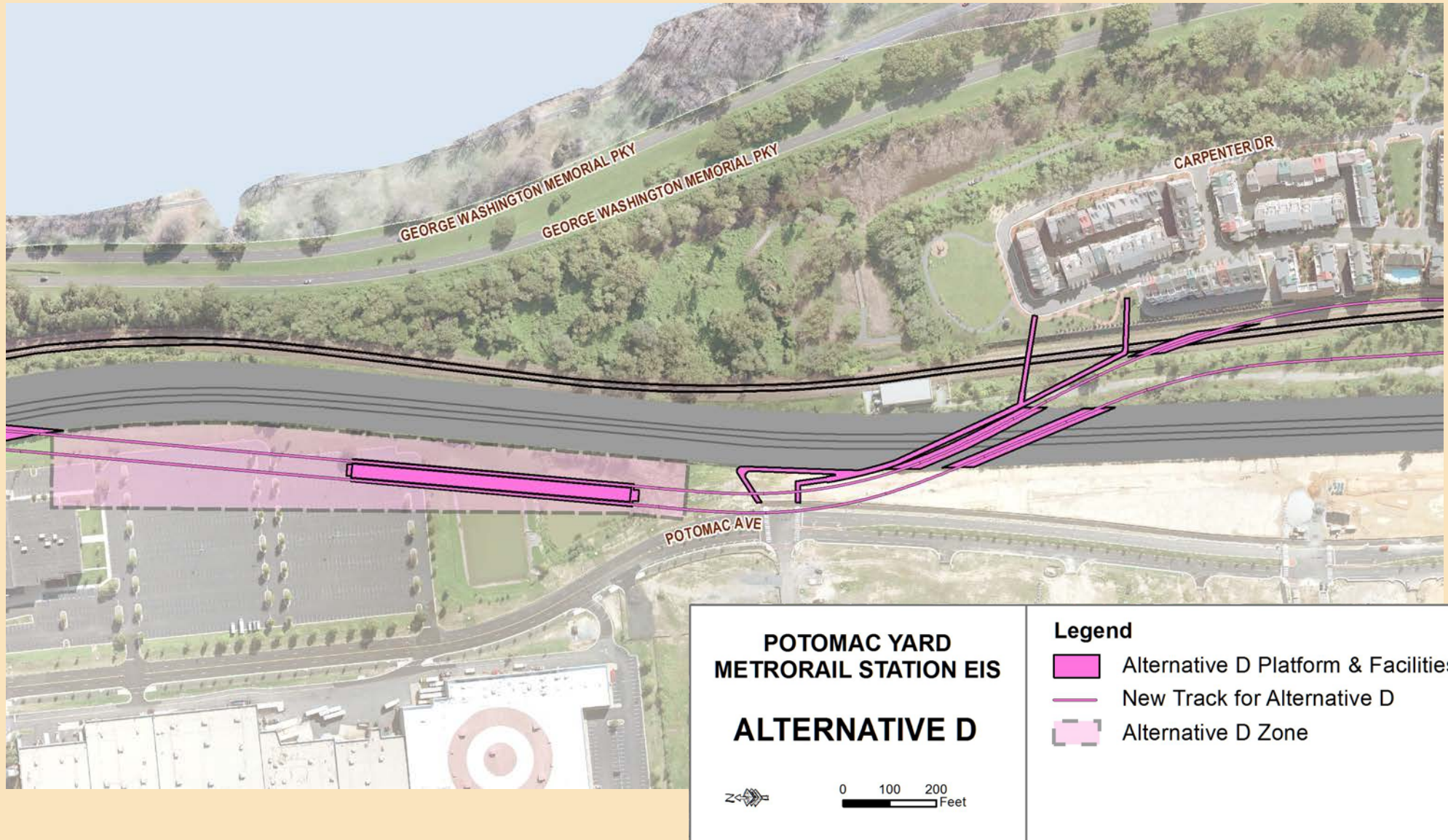
Functionality and Appearance: Example: At-Grade Station – Morgan Boulevard



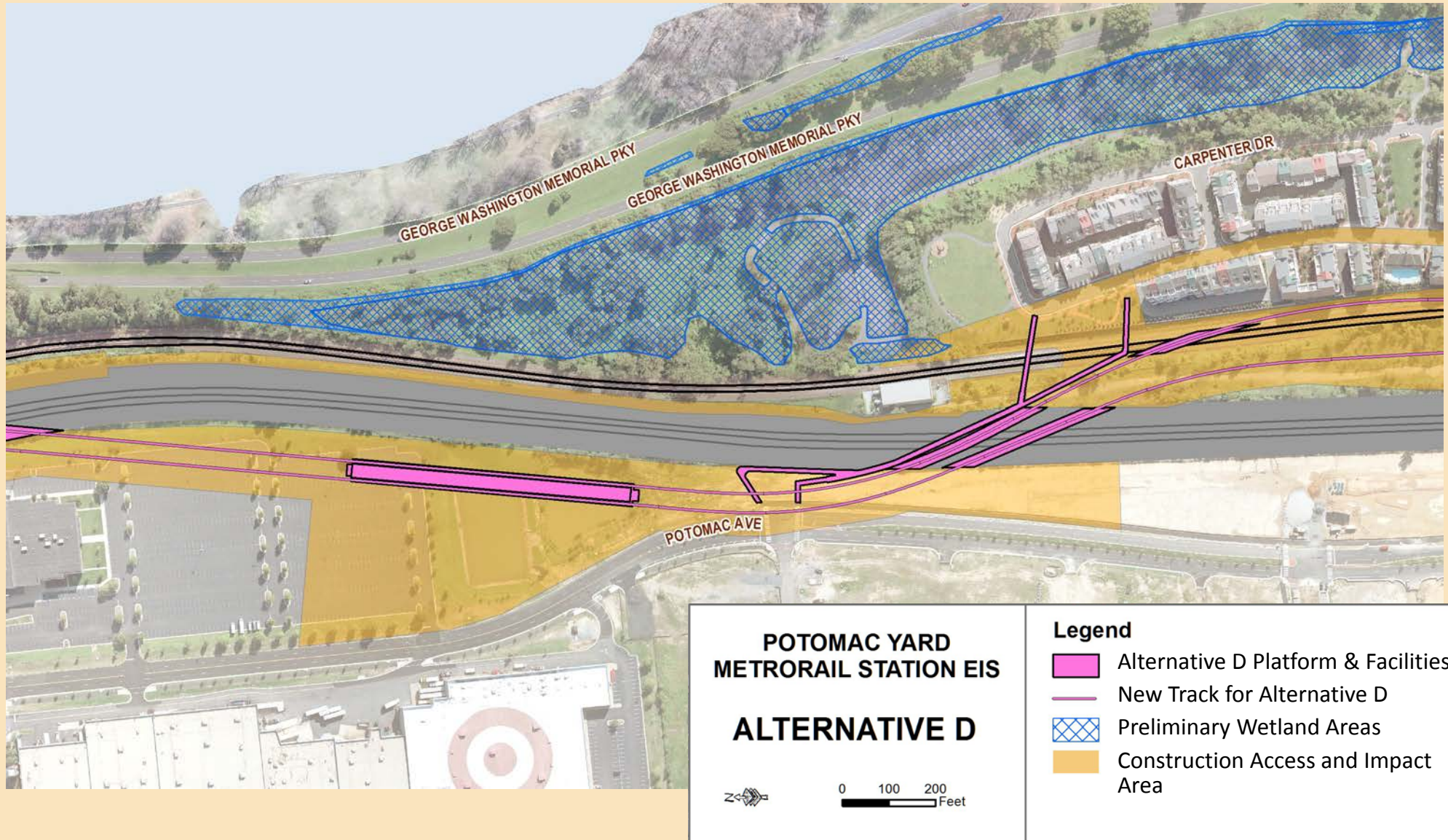
Alternative D



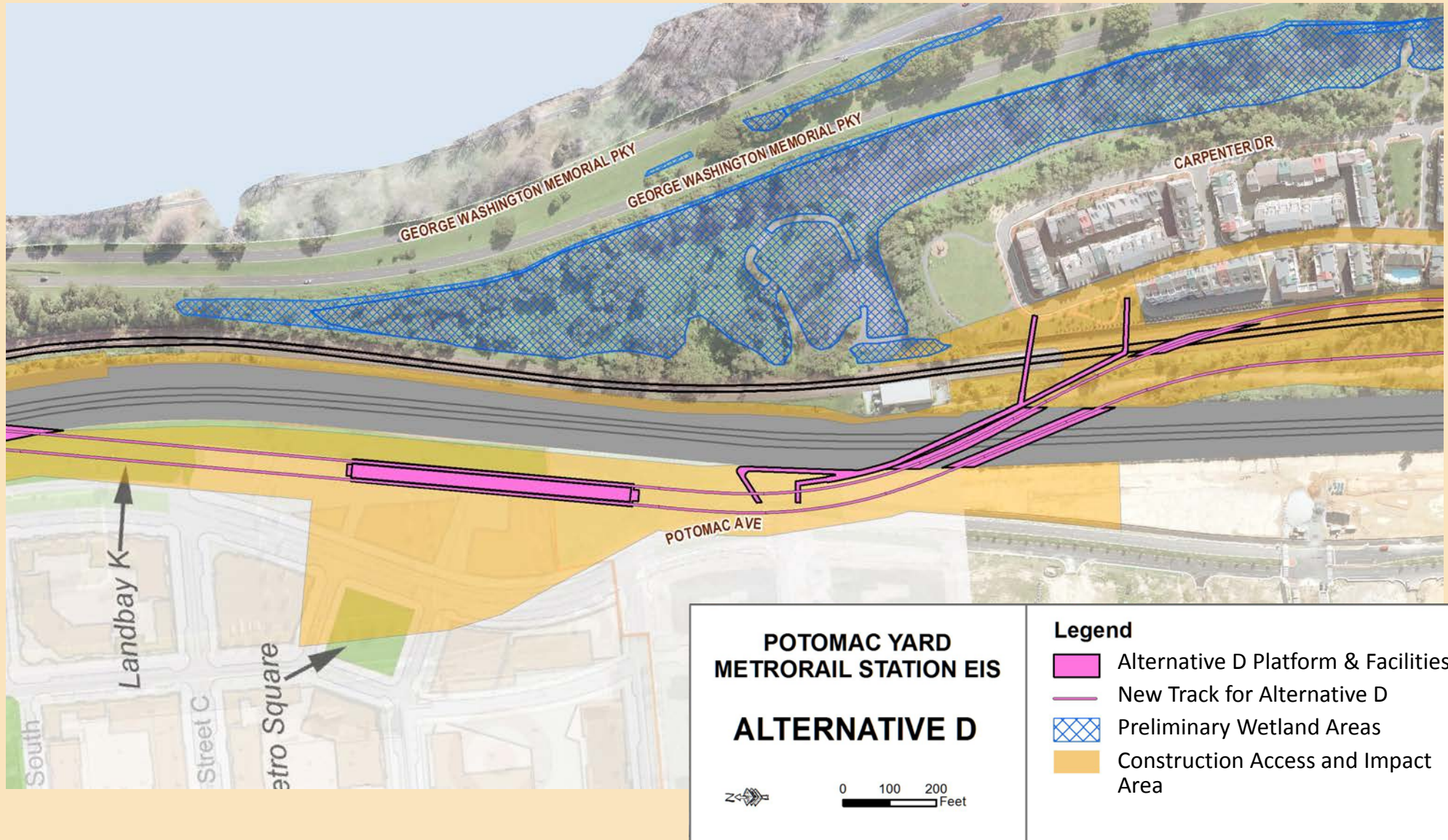
Alternative D



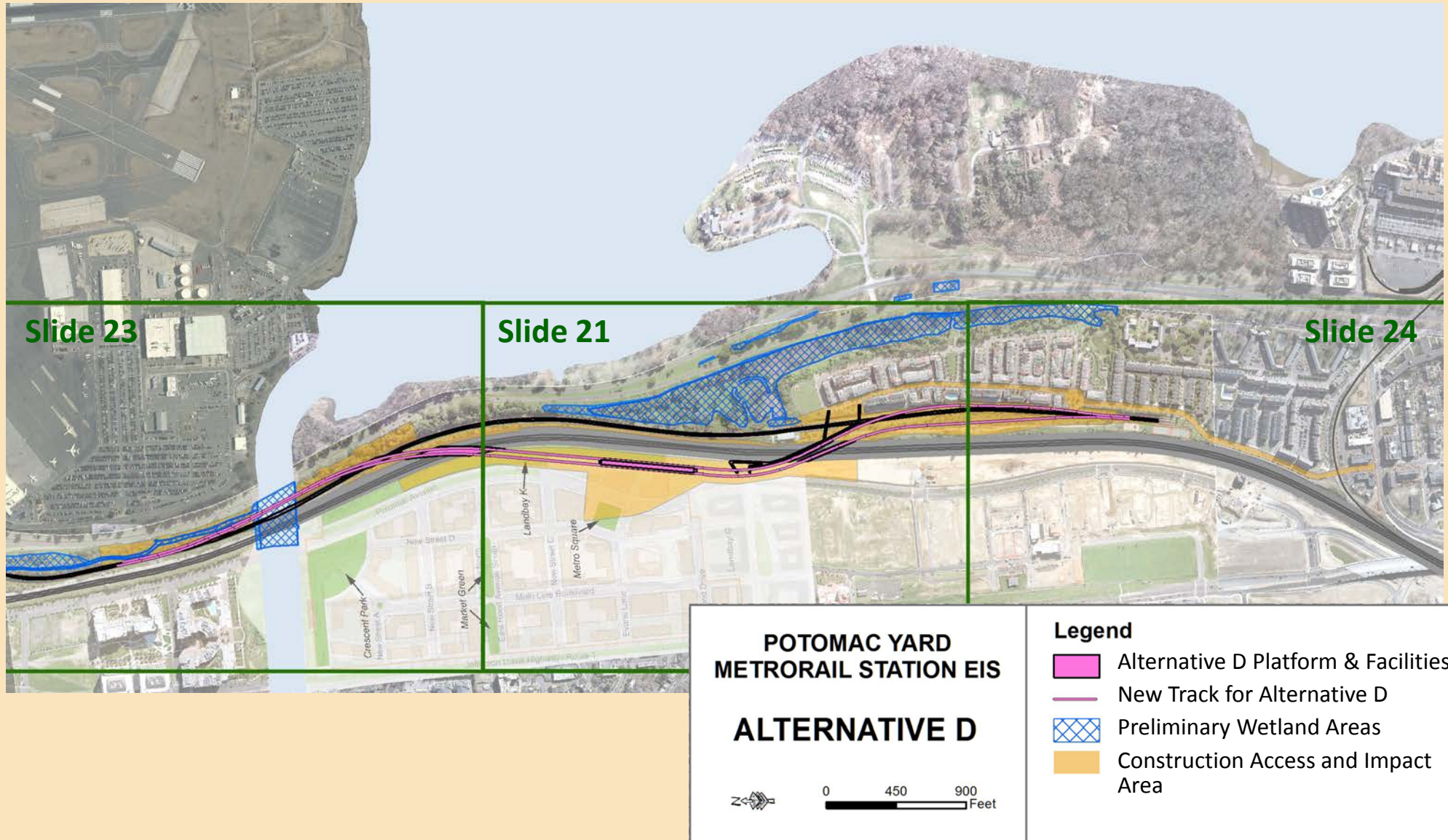
Alternative D



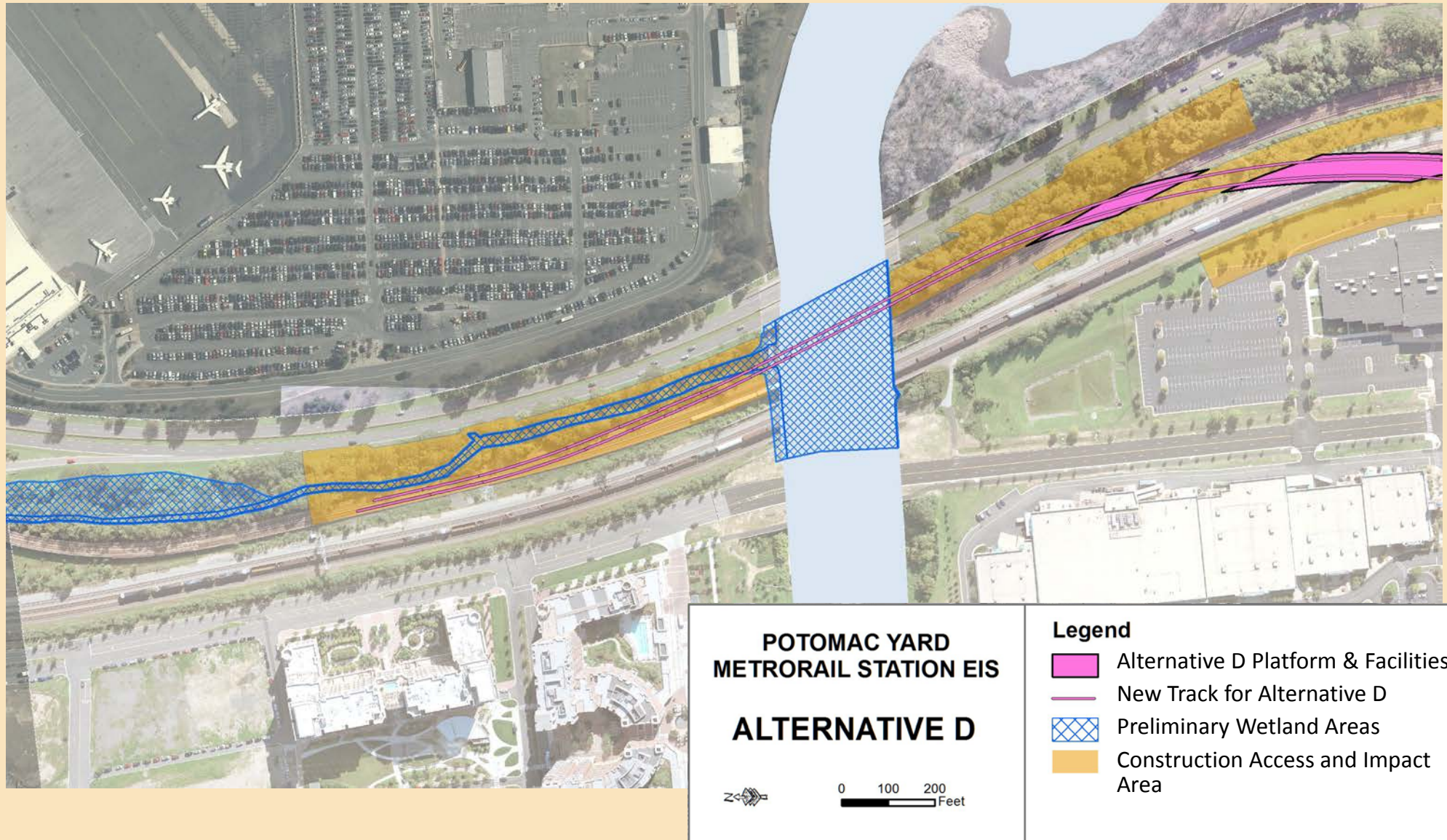
Alternative D



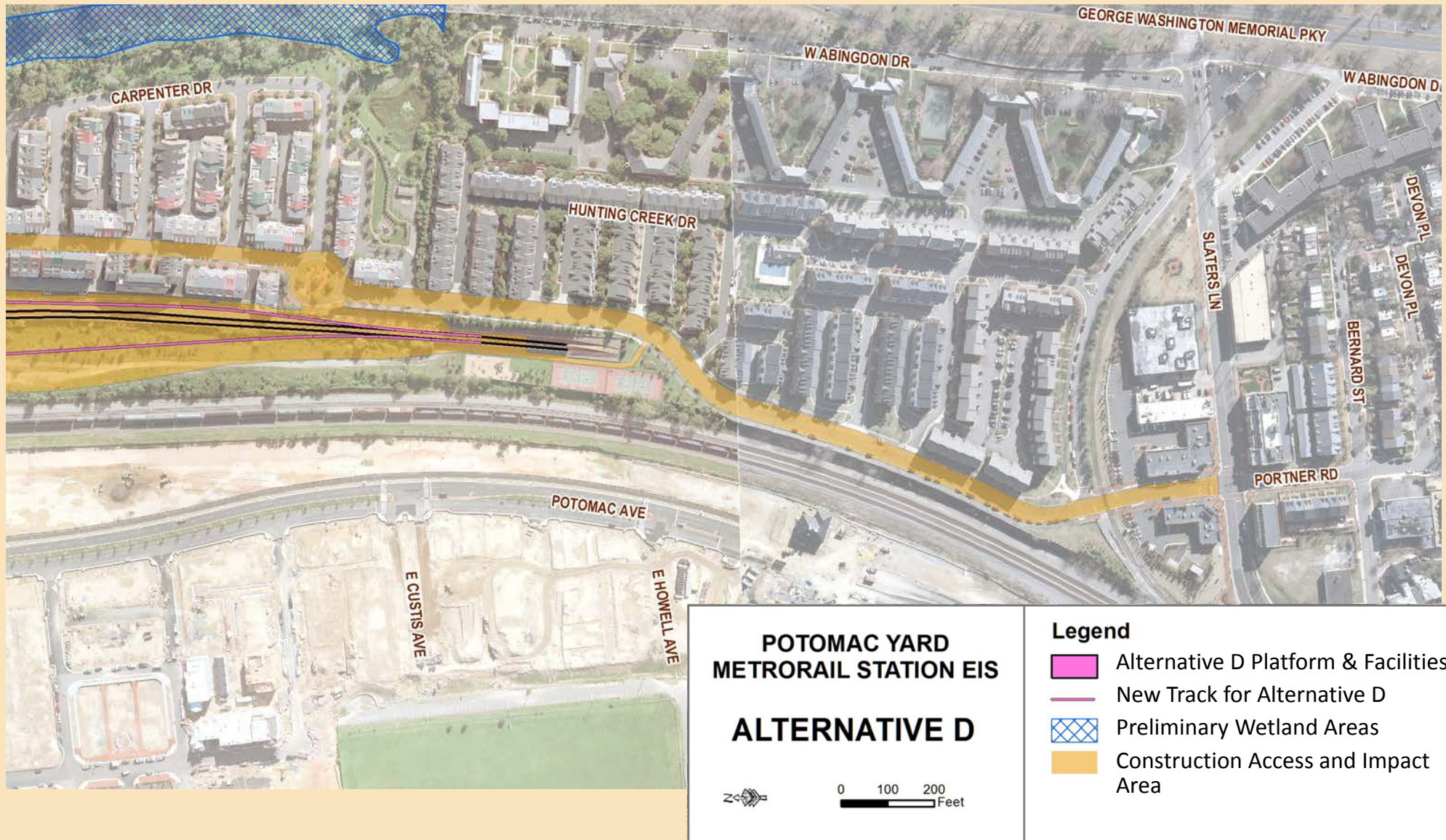
Alternative D



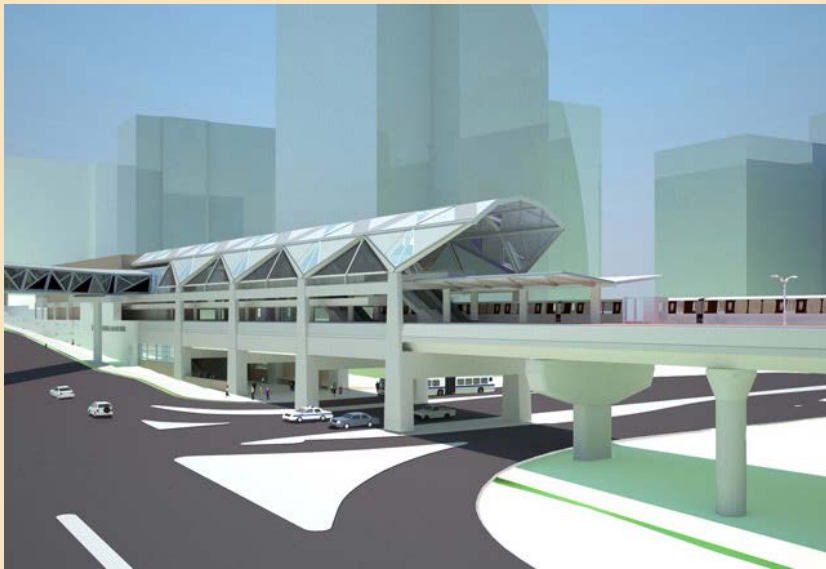
Alternative D – North End



Alternative D – South End



Functionality and Appearance: Example: Aerial Station – Tysons Corner



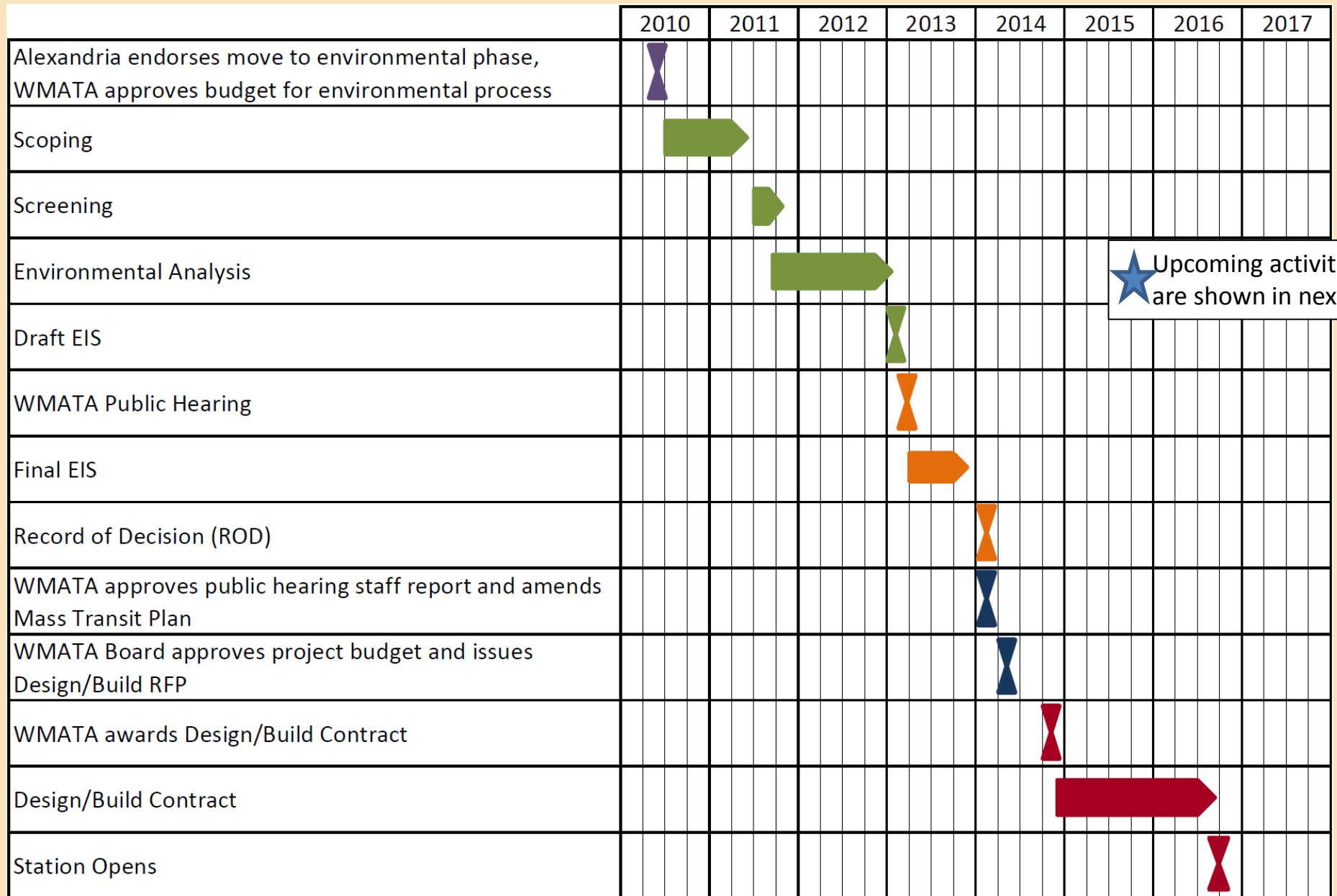
Functionality and Appearance: Example: Aerial Station – Tysons Corner – during construction



Cost Drivers

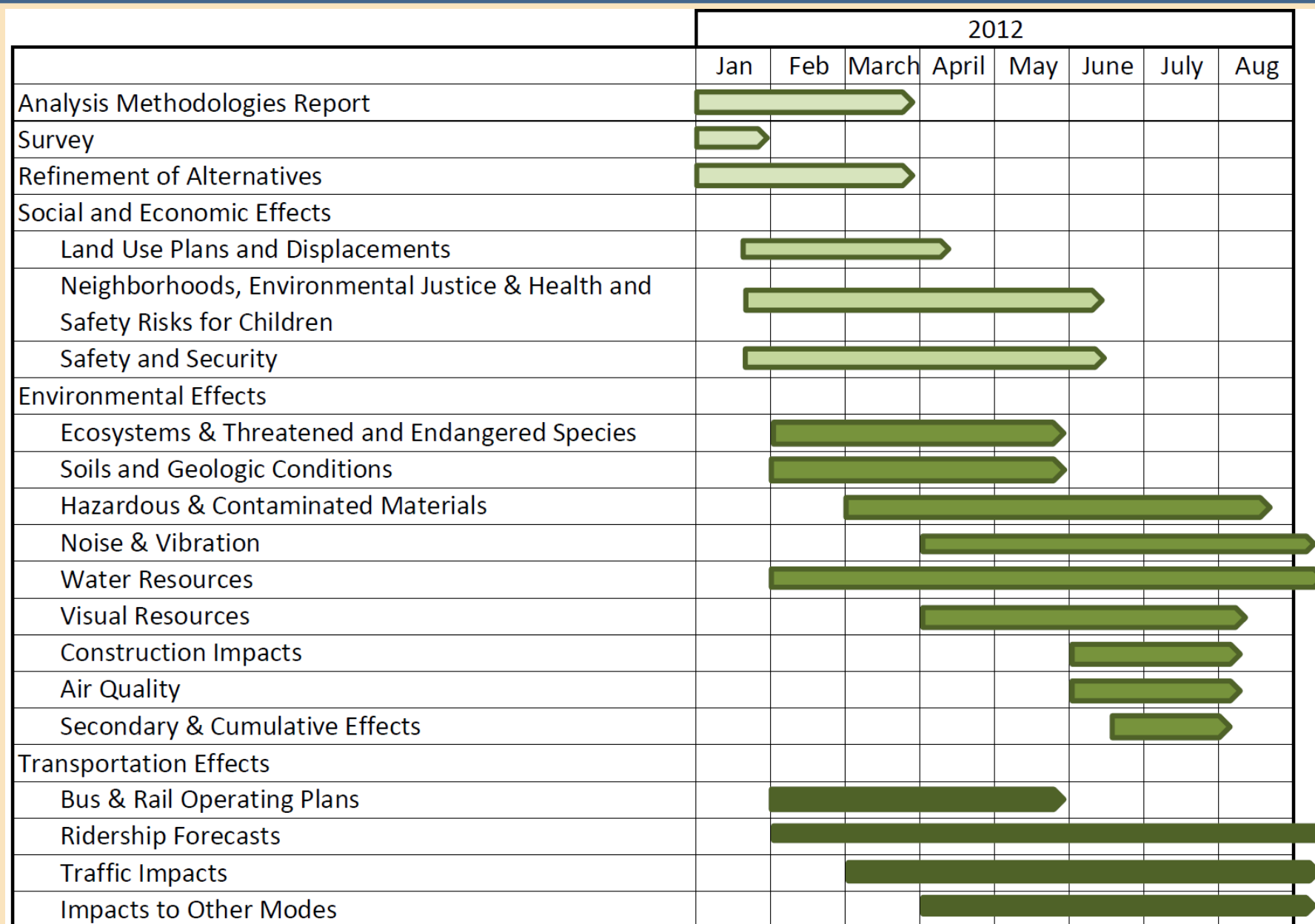
	Alt A	Alt B	Alt D
Structures Required	<ul style="list-style-type: none"> • 2 pedestrian bridges 	<ul style="list-style-type: none"> • 2 pedestrian bridges • Retaining wall 	<ul style="list-style-type: none"> • New Metrorail bridge over Four Mile Run; • 2 new Metrorail bridges • 1 pedestrian bridge • Aerial track and supports
New Track Construction	0-feet	Approximately 2,000-feet	Approximately 6,000-feet
Complexity of Construction Staging	Moderate	Moderate-High	High
Requires Construction Along Live Tracks	High	Medium	Medium-Low

Overall Project Schedule



★ Upcoming activities are shown in next slide

Further Cost Drivers and Upcoming Schedule



Next Steps

- Individual environmental impact methodology reports
- Environmental analysis for each of the proposed alternatives
- Next level of cost information
 - Cost estimates (Expected Fall, 2012)
- Next Meeting (tentatively May, 2012)